Hayrack

21. CARRIAGES & WAGONS.
Hayracks.

292/0

Fig 3.

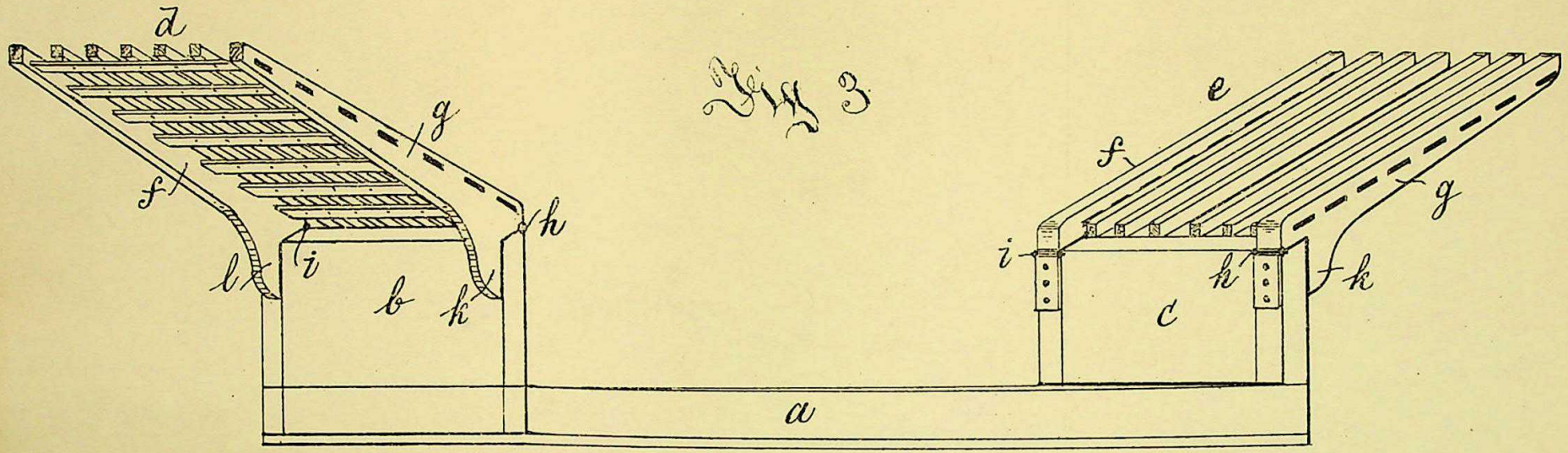


Fig 1

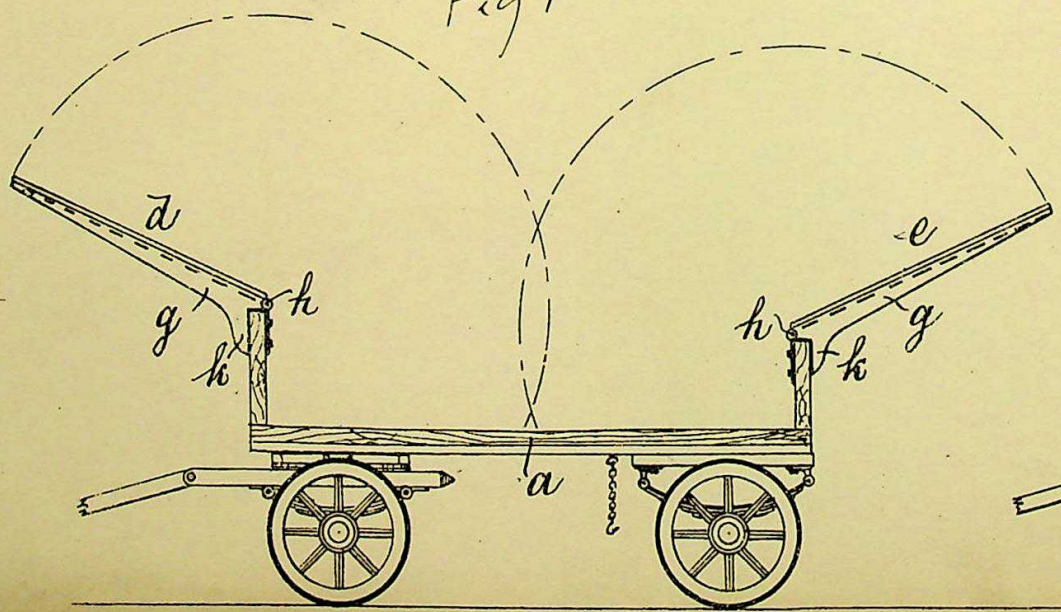
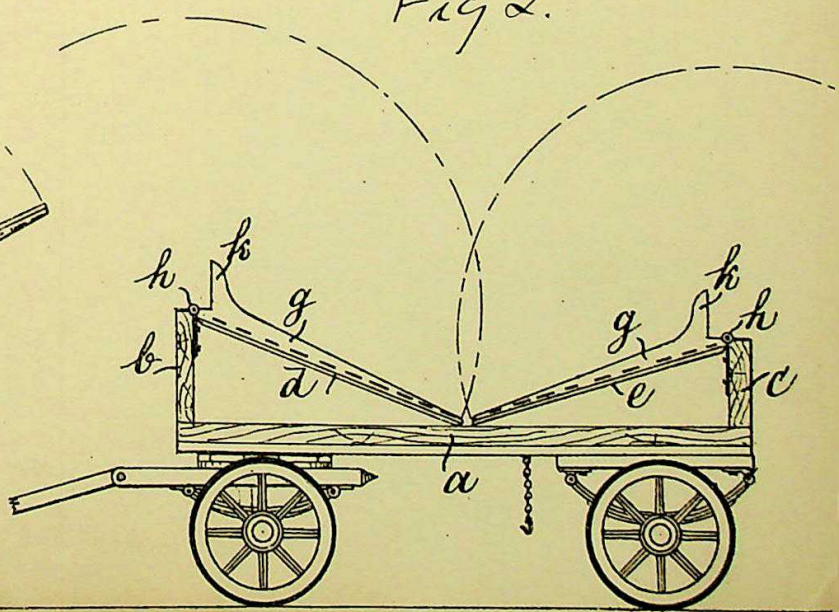


Fig 2.



Hay rack

N° 19,614 A.D. 1899

DUPLICATE

Date of Application, 29th Sept., 1899—Accepted, 4th Nov., 1899

COMPLETE SPECIFICATION.

Improvements in Hay or Straw Ladders for Lorries, Trollies. Waggons, and the like.

I, HAROLD HORA, of 44, Grove Park, Denmark Hill, in the County of Surrey, Cart and Carriage Builder, do hereby declare the nature of this invention, and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement, and accompanying drawing, that is to say:—

Where lorries, trollies, waggons, and the like, are to be used for carrying large quantities of hay or straw, it is usual to provide them with moveable inclined platforms, (commonly called "ladders") at the front and back of the vehicle, from which they project for a considerable distance; and these ladders serve to support and carry a much greater quantity of hay or straw than could be contained in the vehicle itself only.

It is obvious, however, that these "ladders" are very much in the way, and inconvenient, when the vehicle is not used for the above-mentioned purpose, and take up much room when the vehicle is put away in a shed or building.

It is necessary, therefore, that the ladders should be capable of being easily removed out of the way when required, and my invention has for its object more particularly, a novel method of making the ladders and of attaching them to the vehicle so that they can be instantly opened out and brought to their proper position when they are to be used, whilst they are equally easily turned back out of the way, so as to avoid any inconvenience or the occupation of too much space, when the vehicle is not in use.

The accompanying drawing is in illustration of my invention, Figure 1 being a side view of a lorry fitted with my improved ladder, in the opened-out position which they occupy when the vehicle is to be used for carrying hay or straw; Figure 2 being a similar view showing the ladders turned in when not in use; and Figure 3 showing, on a larger scale, the upper part of the vehicle with the ladders attached to it at the front and back, and opened out in the position which they occupy when in use.

a is the body of the vehicle, shown in Figures 1 and 2 carried upon wheels and springs, in the usual way. Upon the front end *b* and back end *c* of the vehicle are fitted the two ladders *d* and *e*, consisting of strong side pieces *f*, *g*, of the shape shown, and fitted with transverse and longitudinal wooden ribs or strips, as shown in Figure 3, to carry the hay or straw, when the ladders are turned out as shown in Figures 1 and 3.

The strong sides *f*, *g* are hinged or pivotted to the upper inner edge of the front and back ends of the vehicle at *h* and *i*, and they are of such shape that when turned out their projecting arms *k* and *l* rest firmly against the outer sides of the front and back of the vehicle, as shown in Figures 1 and 3, whilst when so as to be out of the way (as shown in Figure 2) they turn freely nges *h* and *i*, the arms *k* and *l* leaving the ends of the vehicle.

construction and arrangement the ladders when extended ported, and capable of bearing any

weight which may be placed upon them. The pivots or pins of the hinges at *h* and *i* are capable of being very easily withdrawn, so that the ladders *d* and *e*, or either of them, can be entirely removed or replaced.

The side frames *f* and *g* may be made of wood as shown, or of light but sufficiently strong metal, or partly of wood and partly of metal, and one or more similarly shaped pieces may be arranged between the two outer ones *f* and *g*, if desired.

I do not confine myself to the precise method of construction and shape and proportions of the several parts, which may be varied more or less as may be found desirable, but

Having now particularly described and ascertained the nature of my said invention, and in what manner the same is to be performed, I declare that what I claim is:—

Hay or straw ladders for lorries, trollies, waggons, and the like, consisting of side pieces *f*, *g*, pivotted at *h*, *i*, to the front and back ends of the vehicle, and having projecting arms *k*, *l*, which when the ladders are turned outward rest against the ends of the vehicle and ensure perfect stability and strength, whilst when not in use the ladders can be turned inward upon their pivots, substantially as described and shown in the drawing.

Dated this 29th day of September 1899.

EDWARDS AND Co.,
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Agents for the Applicant.

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